

A POLICY states,” Access management involves providing (or managing) access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity and speed. See A POLICY for more discussion on Access Management.

The access controls in use are Full such as exists on the Interstate system where access is gained only at interchanges. The other is Partial where access is limited to certain locations on the system. In either case if this type of control is desired it will have to be negotiated as permanent R/W.

III-16.01 Partially Controlled Access - Rural Areas

The planning and design of projects in rural areas on state highways should, where possible, consider partial access control to provide for the safe and efficient flow of traffic and to preserve the public investment.

Generally, the following procedures should be used in the control of access:

- Following a field inspection and reviewing with the district engineer, the NDDOT will include in the project concept report recommendations on access control.
- The basic guidelines for establishing access points is based on a maximum of five (5) per side per mile, including section lines.
- A minimum spacing of 500 feet between access points is desirable.
- Access points may or may not be installed during new construction.
- The amount paid for access control will be based on the maximum number of access points allowed.
- The Design Engineer will be responsible for planning access control. This will include the Planning and District Engineers.
- Access control will normally be acquired as a property right in a right-of-way acquisition process.
- Requests for additional access points or changes in the size will be made to the district engineer and this information is forwarded to the design division who will in turn request approval from FHWA and record any changes or additions. Things to consider in granting additional access points should include but not limited to :
 - Ensuring that traffic safety and capacity will not be impaired or adversely

affected.

- Recapturing public funds when other than a nominal amount has been provided for access control.

III-16.02 Partially Controlled Access - Urban Areas

Where a major construction project is planned on a state system route involving a Regional highway NDDOT should consider partial access control to provide for the safe and efficient flow of traffic and to preserve the public investment

Generally, the following procedures should be used in access control:

- Following a field review and discussion with the district engineer and the local representatives the NDDOT will study the use of partial access control and publish the results in the project concept report
- The minimum desirable spacing of access points is 400-600 feet or at the intersection with streets.
- The actual location of the specific access points will be a joint effort between the design, district and planning engineers and representatives of the local agency.
- Control of access can be achieved by an agreement between the local agency and the NDDOT or by the acquisition of access rights by either or both parties. The local agency must adopt the plan designating the points of access.
- Changes in the size, location or number of access points will not be permitted without mutual consent of the parties, including the FHWA where appropriate.